

Description of Actions to Achieve Compliance

Our Vessel, the Clean Energy is an LNG Carrier with steam propulsion built by Hyundai Heavy Industries in 2007.

The vessel is equipped with propulsion boilers KAWASAKI type UME 68 /52.

Boilers are not originally designed for continued operation on marine distillate fuel or Natural Gas.

Please see attachment 5. KAWASAKI STATEMENT

The vessel sailed to discharge port of Singapore on 18th DEC 2014 for orders. The vessel was further instructed by charterers to load at Point Fortin, Trinidad on 17th JAN 2015 and scheduled to discharge in Mejillones, Chile. However due to weather delays with another fleet vessel, voyage was changed on 14th JAN 2015 to discharge on Elba Island, Savannah, GA with a discharge window of 22/24th JAN 2015.

The Vessel was given first notice of transit in the North American ECA on 14th JAN 2015/17:30UTC on sea passage to Point Fortin, Trinidad;

Approx psn lat: 03 33 N, long: 047 09 W.

The Charterer contacted their Bunker Broker on 14JAN15 to arrange for North American ECA compliant fuel oil. On advice from their Bunker Broker, Freeport, Bahamas was the only available port within the timeframe with Ultra-Low Sulphur Fuel Oil. Charterers supplied Owners with fuel oil specification to be supplied and Owners advised that the fuel oil is not acceptable to be burned in the steam boilers due to the low viscosity.

The vessels original design requires fuel oil viscosity at the fuel oil header to be 18cSt. As per analysis provided by the supplier the viscosity of available ECA compliant fuel was 3.827cSt at 50 degrees Celsius. As a result, this fuel is not compatible with the Boilers fuel oil system design. Please see attachments 6. FUEL OIL ANALYSIS and 7. MAIN BOILERS BURNER CHARACTERISTIC CURVE.

Vessel from the point of entry to North America ECA 30 32.000 N 076 50.500 W up to Savannah Pilot position 31 57.050 N 080 39.815 W will be on Gas Only Mode consuming Natural Gas in her boilers and will comply with the ECA requirements. During Maneuvering Operations the vessel will in Dual Mode burn Natural Gas Supplemented with HFO. Once the Vessel will be all fast and upon receiving approval from the LNG Terminal, we will change mode in her boilers from dual to Gas only mode and she will consume Natural Gas during the entire discharging operation except during regular testing of emergency shutdown equipment of cargo system

From commencing maneuvering operations for her departure till position 31 57.050 N 080 39.815 W where Pilot will disembark the vessel will be in Dual Mode.

Finally from that point and till North America ECA Exit at position 30 32.000 N 076 50.500 W the vessel will be in Gas mode only.

Contact information for Charter's Bunker Broker and Fuel Oil Supplier at Freeport, Bahamas:

Bunker Broker:

Zachary S Fisher

Senior Broker - Texas

LQM Petroleum Services, Inc.

tel +1830.249.8201 • cell +1210.863.0047

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Fuel Oil Supplier at Freeport, Bahamas:

Shell Trading US Company (STUSCO)

P.O. Box 4604

Houston, TX 77210

Tel: 1866-395-0376

Fax: 1713-246-8560

web:www.shell.com/marine

Currently checking with charterers Bunker Broker on availability of compliant fuel oil supply(0.1%m/m) in Savannah, GA with Chemoil.

The fuel oil available one has sulphur content 3.21%m/m. Previous 1.0% m/m sulphur content fuel oil was consumed to make space for lifting North American ECA compliant fuel oil.

The vessel has called USA ECA on April 2014, port call was Sabine Pass and had complied with the ECA requirements with 1.0%m/m Sulphur content HFO.

The vessel's owner / operator has never submit before a Fuel Oil Non Availability Report and this report is the first one

Legal Agent in the United States:

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Clean Energy Master Details

Surname: Veedu Midle

Name:Thaliyan Padinhare

Given Name: Sathyan

Ship Owner: PEGASUS SHIPHOLDING S.A

Ship Operator: DYNAGAS LTD

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Designated Corporate Official : Mr. Tony Lauritzen

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